

ocean
PROTECTIVE CLOTHING
FROM
COSALT

Official and Classified ADVERTISEMENTS

Continued from Page 15

WHEN ORDERING GOODS ADVERTISED
IN OUR CLASSIFIED COLUMNS WE ASK
OUR READERS NOT TO SEND MONEY IN
ADVANCE BUT TO PAY CASH ON
DELIVERY.

F. H. PURSELL,
ADVERTISEMENT DIRECTOR

AIRCO
ROPELINE ROPES
DALE ROPE CO LTD
LEEOS 13
Tel. Pudsey 555685 6
Telex 556497 Airco

AIRCO
ROPELINE ROPES
DALE ROPE CO LTD
LEEOS 13
Tel. Pudsey 555685 6
Telex 556497 Airco

fishing news

December 2, 1977

No. 3856

Est. 1913

15p

**MIRRELS
BLACKSTONE
DIESELS**

ENGINES FOR SALE

FOR RELIABILITY GARDNER DIESELS 110-230 HP

First class marine engine units fitted with reconditioned Gardner diesels and any reduction up to 4.5-1, front and drives, A/C alternators, bilge pumps and any ancillary equipment required.

Other popular makes of engine, stern tubes, shafts and steering gear supplied.

For prompt service and delivery contact:

FISHCRAFT
of
FOLKESTONE

1 The Stede
The Fishmarket
Folkestone, Kent
Tel. (0303) 59920
(0303) 892741

GARDNER 6LX in good condition. 24V electric, with 2 1/2 hydraulic pumps. Offers. Slade, Stanlands, Lock Lane, Thorne, S. Yorkshire.

GARDNER 5L3 marine engine, 150 BHP complete with Stern & Yarr 3:1 reduction box, stern tube, VP propeller and tail shaft, gearbox overhauled by makers June 1976. Telephone: 0472 45231 after hours 11-00 or 847587.

ENGINE FOR SALE

Water Blackstone 6250 4800hp
Classed 1400
Work reconditioned, can be seen running in works.

Telephone: Cruden Bay
0778011337
after 6pm

HEAVY marine engine 180hp, fresh water cooled, with gearbox, Forth Hamilton, telephone: Ardchalg 250, Argyll.

GEARBOX Twin Oisc MG600 3:1, new unused, suitable Gardner, Ford, Perkins etc. Telephone: 0723 55106 evenins.

JUST ARRIVED

Consignment of PRM gears
Also 1.6:1 ratio new PRM gearbox 1985. We also service centre for Borg Warner.
CALSTOCK MARINE SERVICES LTD.
CALSTOCK, CORNWALL
Telephone: 0822 832802.

BORG Warner velvet drive gearbox and all accessories at unbeatable price with quick efficient service from Mersey Marine, 294a Old Chester Road, Birkenhead, Merseyside. Telephone: 051-045 3036/3696.

GARDNER 5LW running order, new alternator, 4450 o/h. Telephone: Anstruther 310812.

VIKING MARINE INTERNATIONAL are now offering 23-220 horse power

GUARANTEED MARINE DIESEL UNITS FORD - BMC - CUMMINS

HIGH-QUALITY MARINISATION PARTS ALSO
AVAILABLE

For fast, courteous, service contact:
V.M.I. Plain Road, Folkestone, Kent
Telephone: 57127 Telex: 955281

SERVICES

NEED IT FIXED YESTERDAY?

Then Phone Sandbank (Argyll) 214, or 386
The yard, having undergone a complete re-organisation is now fully capable of handling any day to day mishaps that may befall your vessel, MFV's, Tugs, Yachts, etc.

So give us a call now or pop in and see us.
Reconditioned marine diesels, also New and Secondhand gen. sets available from Stock or Hirs. Send for List.

MORRIS & LORIMER LIMITED
Slip Dock, Sandbank, Argyll
Facilities for Undercover, and Outside Dry Storage.

ALL trawler owners please note for marine engine repairs, cold casting, etc. and all description of mechanical contact: Metal Surgery (Wessex) Ltd., Falmouth Wharves, Falmouth, telephone: 311004.

GULF Stream Marine for delivery of any vessel any distance, short notice relieving, professional service, competitive rates. Telephone 07873 3555.

EAST COAST OVERSERS St. Andrews. Telephone: 3720 — for all under water work.

INSURANCE

SALVUS BAIN (Management) Limited
Manager for
SUNDERLAND MARINE MUTUAL INSURANCE CO. LTD.
(Established 1821)

Over 1800 fishing vessels are now insured by us ranging from an 18ft inshore boat in Cornwall to a 150 ft purse seiner in France. All these owners have the benefit of our wide cover which is one of the most comprehensive available including hull machinery and unlimited Third Party and Employers Liability. The Premium, which is on a fixed basis, may be paid to Insurers (if preferred) and is subject to a No Claims Bonus of up to 20%. Our policy is approved by the W.F.A., H.B. 11.0.2, B.M.A., etc. while we have Surveyors and Agents in all major ports. Various additional covers are available including Personal Accident, Passenger Liability and Loss of Fishing Income. The Management Company can also arrange a complete insurance service for Owners and Crew including Life, Personal Car, etc.

For personal service and attention write to: 8 The Exchange, Sunderland, Tyne & Wear or telephone (0782) 42861 (10 lines). After hours (0782) 77190 or 220067.

ANGLIAN MUTUAL

Underwriting Association
Limited

A non-profit making insurance company and management providing full marine and all subsidiary insurance cover for all types of fishing vessel and crew.

Government authorised and approved by the various Boards and managers.
No. 1 Lendenhall St.,
London EC3V 4JQ
Tel: 01-422-8216/8

"THE FISHERMEN'S OWN"
For unreserved claims service
Comprehensive marine, war, liability and accidental insurance for owners and skippers of commercial fishing vessels.
Please contact:
PHILIP VIGOR
CO-OPERATIVE INSURANCE SOCIETY
(1974) LTD.
1 Lendenhall St., London EC3V 1JB
01-422-8216

ENGINES WANTED

WANTED Lister HRW4M/R water cooled engine and gearbox or earlier 44hp HW model. Mr. Parker, 15 Hallbrook Road, Ipswich.

WANTED good Kelvin K2 engine with or without stern gear. Details to John S. Allen & Son Ltd., 18/20 The Ridgeway, London SW19 4QN. Telephone: 01 841 4141 - 01 846 7548.

WANTED marine engines, particularly Listers and Victors 10-40hp, air or water cooled, cash paid, we collect. Severn City Boats, Blackpole Wharf, Worcester, telephone: 0535 84474.

WANTED urgently Lister Dursley FRM6 six cylinder with or without gearbox, contact Carroll, Hantray, Co. Cork, Ireland, telephone 276.

MARINE engines wanted, all types. Also anchors and chains. Telephone: St. Fergus 307.

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tait, 54 High Street, Fraserburgh, tel: 2280.

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Tram & Co. Ltd.
Bewitry Road, Fillingham,
Near Ormskirk, Yorkshire
Tel: Doncaster 770201
Telex: 547238

Friers' protest

Continued from page 9

specific conservation areas to be observed by all countries; encouragement of fish imports with possible restricted practices on foreign landings; EEC aid to develop under-utilised species; and to open negotiations with Iceland and Norway to allow British trawlers to return to traditional fishing grounds.

"The fish traders backed their proposals with strong arguments. 'The government has got a hard line on oil. Why?' argued Mr. Parker. 'Can't they do it with fish?'"

"People care about fish and chips — it's the basic food for the housewife. To her oil is nothing."

"There is simply no alternative to fish and chips. As a cheap meal it stands alone," added Mr. Parker.

PACT

From page one

In Brussels, immediate measures should be taken unilaterally to preserve stocks.

The fishermen agreed that quotas as a form of protection could not succeed. Coastal states, they said, were entitled to retain exclusive control of sufficient fishing grounds to enable their fishing industries to expand to develop properly.

After the meeting one British fisherman warned: "We have done everything we can and been generally moderate so far. But if they failed the militants would take over and that possibility should be a real warning to both governments."

Another fisherman said that, with their gross overcapacity, our continental partners had fished indiscriminately and without regard to the future. They now wanted the Irish fishermen to pay for their mistakes and bad management.

After some criticism from fishermen during his public speech, Irish minister Brian Lenihan agreed to stop referring to a zone "of up to 50 miles" and, instead, to speak only of an "exclusive 50-mile zone".

Fishermen hailed this as a major victory.

"It's a better buy than school meals and it would be foolish to destroy our industry when the school industry is crumbling."

"Turning to the area of European co-operation, Mr. Crisfield, president of the NFFW said: 'The emphasis must be on getting the EEC to move... the minister is to us,' said Mr. Crisfield."

"Now that we want a Common Fisheries Policy in the EEC it should allow the EEC to take part in negotiations with Iceland, Russia and particularly Norway so that we can start bargaining."

An international system was also being proposed among MPs present. Sir Glynour (Cm. Fish. Enquiry) wanted to see absolute control of who fishes in the 50-mile zone. However, he added: "But we also want to barter with other countries for fishing."

Nat Jacobs of the National Federation of Fishmongers gave weight to this argument when he pointed out to the British preference for fish such as cod, haddock and halibut, found mainly in Norwegian waters.

During the meeting Mr. Jacobs welcomed the fact that the industry was working together.

'Sisters' for Don

TWO 75 ft steel fishing boats are being built by the John Wood Group at its Aberdeen yard for the subsidiary Don Fish Co. (Peterhead) Ltd.

This order is worth £900,000 and the vessels are to be ready by June next, when they will be sister ships to the John Wood Group's 75 ft steel fishing boats.

The order ends speculation that there would be no new fishing vessels built in Aberdeen, which has been a major fishing port since the 19th century.

Norway warns

A DRAFT agreement between Norway and the EEC on fishing is in danger because of internal conflicts within the Community. There is also a strong possibility of a bilateral agreement with Britain on conservation, say Norwegian sources.

Norway cannot accept a situation continuing the present status quo states Norwegian Fisheries Director, Knut Verdel.

Although a draft agreement has been successfully negotiated with the EEC, this still has to be ratified by individual countries. With Britain and Ireland not supporting the Commission's stand on a Common Fisheries Policy, the Norwegians say this will cause great difficulties.

INTERNATIONAL NEWS — FASTER!

WHAT'S Norway doing? Can we get back into Iceland? What are our prospects in the South Atlantic?

In the era of the 200-mile limit, these are all international questions which affect British fisherman.

To provide the answers and to bring its reader right up to date with news and events in the industry, *Worldwide Fishing News International*, our sister journal, is changing from a magazine to the fast, readable form of a tabloid newspaper.

From the January issue, FNI will look and feel different. The pages will be larger and livelier. The reports will be more immediate and there will be interesting new features, presented briefly and crisply and precisely.

But FNI will not be out of touch with the amount of information it provides or on the high standards of accuracy it has maintained over the last 16 years.

— says Silkin

EEC PROPOSALS to divide up fish resources are "totally, utterly and irrevocably unacceptable". If next week's meeting in Brussels did not prove "fruitful" the Government is ready to act to conserve fish stocks, Minister John Silkin said in a House of Commons speech on Monday.

The clear lesson of the past year has been that it is very difficult to secure agreement of all member states on measures regarded as essential, even if they were fully supported by scientific evidence.

Mr. Silkin followed this assessment by saying that the Community document setting out the basis of the Community conservation policy was non-quotable conservation measures were not satisfactory and the Government would press for a stronger and more effective set of measures.

The debate was a curtain-raiser to the fisheries council meeting starting in Brussels on Monday (Dec 5) which Mr. Silkin said would be considering, once again, whether it was possible to reach a policy or whether, once again, they had to resign themselves to that series of ad hoc measures to which they had become accustomed in Brussels and which were no substitutes for a real leading policy.

The House was considering a series of EEC documents, one of which, in Mr. Silkin's words, "purports to show how to divide up the fishing resources of the Community". This was based on the NEAFC proposals of days before 200-mile limit — and even if it were amended, as the Commission had agreed in principle to take account of British losses in the waters of third countries, that would not meet United Kingdom needs.

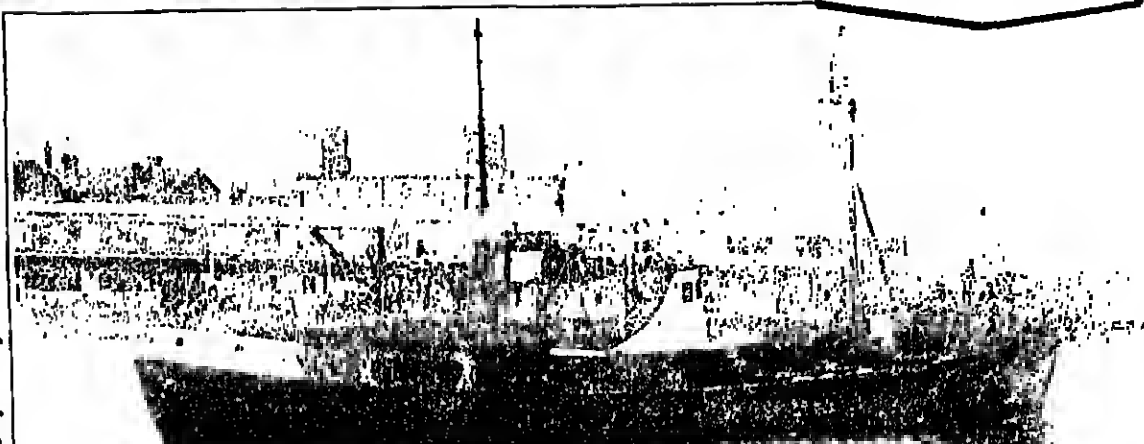
The proposals took no account of the fact that 80 per cent of EEC fish stocks were in United Kingdom waters.

He was cheered when he described the proposals as "totally, utterly and irrevocably unacceptable" to the Government.

The percentage of by-catch allowed in industrial fishing by the conservation proposals was too high and there would be inadequate control of carrying small mesh nets in white fish trawls.

More control of beam trawling was needed, Mr. Silkin said, and power limits within coastal waters. And the Government also disapproved of a series of relaxations of conservation rules in the Skagerrak and Kattegat.

Continued on page two



The COSALT Service to the Fishing Industry

For well over a century COSALT have been serving the world's fishing industry.

From hardware such as bobbins, shackles and chain etc. to protective clothing for both ship and shore use. Of course, COSALT are famous for nets and twines. All kinds of fully rigged trawls are made in our own factories. The choice is designed to provide trawls for inshore and deep sea use as well as Pelegic trawls for Herring, Sprat and Mackerel.

COSALT, ships chandlers to the world's fishing industry are always at your service. Send now for our current catalogues, listed below:

COSALT
BRANCHES THROUGHOUT THE UNITED KINGDOM

Please send your current catalogue for the items as ticked:
☐ Protective Clothing ☐ Safety Equipment ☐ Fishing Gear
Name:
Position:
Company:
Address:

To: COSALT LIMITED, Sales Information Dept.
Fish Dock Road, Grimsby, South Humberside, DN3 3NW.
Telephone: 0474 55801 Telex: 82355

Ready to go-it-alone

Continued from page one

However, proposals to increase mesh sizes of standard white fish mesh in the North Sea from 70mm to 90mm, and to require a 70mm mesh for nephrops, would bring an improvement in white fish stocks and deserved very serious consideration.

If they asked fishermen to accept that, which would mean a loss of catch for the time being, they must also do something about the tremendous catch of small white fish taken in the course of industrial fishing in the North Sea.

The Council had agreed to a study to discover whether a more general derogation for coastal fishermen might be possible without damage to herring stocks. Fishermen in Northern Ireland, the Western Isles, East Anglia, and Sussex had pointed out that they had exactly the same problems as those small French vessels which had been granted a derogation.

If all concerned were willing to think constructively, rather than to keep looking back and demanding everything that appeared to have been prejudiced at the time of British accession, the basis for a settlement existed. This, while recognising the needs of the United Kingdom, could be of benefit to the EEC as a whole.

He hoped the next week's discussions would be fruitful but affirmed that the Government were ready to act to conserve stocks should that prove necessary.

'REBEL' MAKES A LOSS

BOYD LINE'S Arctic Rebel, the only trawler landing for Hull's Monday market, lost £18,200 on her 24-day trip. She hit catches in the very restricted area still open to British ships.

The trawler fished off Bear Island and also in the White Sea while on her homeward passage. But her turnout was only 413 kite which grossed £14,222.

High prices ruled on the market and Arctic Rebel's codstuffs averaged £40.01p per ten-stone kit, but her turnout was too low to make a profit.

Commenting on the loss, Tom Boyd, Snr, chairman of the owning company, told Fishing News: "We cannot go on losing money at that rate. We are now laying up the vessel until January for a survey."

The official Opposition view was put by Michael Jopling (Con. Westmorland) who said the proposals Mr. Silkin had outlined did not go far towards a Common Fisheries Policy.

Scientists seemed to be agreed that the present EEC waters catch of about 3,000,000 tonnes could be increased to 5,000,000 tonnes with proper conservation policies. Recent examples had shown that quota systems could fall down. British fishermen had been robbed.

The Opposition were not confident about the ability of some member states to carry out inspections and deal with catch controls. Blind eyes had been turned to flagrant breaches of regulations.

The new CFP must find a way of reducing opportunities for cheating which was rampant.

Minister's mandate: page 16.

Huge Christmas herring landings

quotas likely

LANDINGS of winter herring in the Manx fishery following the seven-week close season are so good that quota restrictions may once again have to be imposed by the Isle of Man Government's Board of Agriculture and Fisheries.

Prices, however, have tumbled from the £80 per unit peak in September to between £26 and £33.

"Christmas herring" is being brought up by local kipper curers who were forced out of the market by the summer's record prices. The remainder is going to local processors.

The total amount of herring taken from the Manx fishery up to October 1 when the close season began was 10,800 tonnes, 73 per cent of which was landed at Manx ports.

This represented a 251m turnover, 24m of which was estimated to be the first-hand value to fishermen from buyers on the island. Prices slipped to three times that of

opened again on Monday last week and landings were good throughout the week at Peel. Up to the weekend, four Ulster boats on the grounds landed over 300 units per day.

Prices, however, have tumbled from the £80 per unit peak in September to between £26 and £33.

"Christmas herring" is being brought up by local kipper

curers who were forced out of the market by the summer's

record prices. The remainder

is going to local processors.

The total amount of herring

taken from the Manx fishery

up to October 1 when the close

season began was 10,800 tonnes,

73 per cent of which was landed

at Manx ports.

This represented a 251m turnover,

24m of which was estimated to be

the first-hand value to fishermen

from buyers on the island. Prices

slipped to three times that of

the summer's record prices.

The remainder is going to local

processors.

The total amount of herring

taken from the Manx fishery

up to October 1 when the close

season began was 10,800 tonnes,

73 per cent of which was landed

at Manx ports.

This represented a 251m turnover,

24m of which was estimated to be

the first-hand value to fishermen

from buyers on the island. Prices

slipped to three times that of

the summer's record prices.

The remainder is going to local

processors.

The total amount of herring

taken from the Manx fishery

up to October 1 when the close

season began was 10,800 tonnes,

73 per cent of which was landed

at Manx ports.

This represented a 251m turnover,

24m of which was estimated to be

the first-hand value to fishermen

from buyers on the island. Prices

slipped to three times that of

the summer's record prices.

The remainder is going to local

processors.

The total amount of herring

taken from the Manx fishery

up to October 1 when the close

season began was 10,800 tonnes,

73 per cent of which was landed

at Manx ports.

This represented a 251m turnover,

24m of which was estimated to be

the first-hand value to fishermen

from buyers on the island. Prices

slipped to three times that of

the summer's record prices.

The remainder is going to local

processors.

IRELAND'S 'MIRACULOUS'



MARITIME Industries' yard on the Lissahally pier, Cork, Ireland, has launched its latest 65-footer. She is named *Miraculous* and has been designed by G. L. Watson.

The Iroko-on-oak boat has accommodation for a crew of seven plus the skipper and a hold for 300 crabs. Her deck gear includes six-ton Hydrault Brattvaag trawl winch and the main power unit is a 425 bhp Kelvin.

COMMENT

WHEN the Department of Trade launched its vessel survey rules on the industry in 1975, it was like a red rag to a bull. The men who felt the effects were those who could least afford it.

While it is true that a price cannot be put on safety, no man can be expected to appreciate this when it means an end, perhaps, to his traditional livelihood.

Apart from the EEC, the Department of Trade managed to produce just about the wildest outburst of anger seen from in-shoremen. The heat has now been taken out of the situation by the establishment, four months ago, of the Fishing Industry Safety Group.

After his earlier 'suck it end see' approach, Minister Clinton Davis made the right move in getting fishermen involved in the FISG set-up.

As can be seen from the Group's interim report (page 4) considerable progress has been made in easing the regulations and making them more realistic.

The big success of the Group is that fishermen now feel they have a direct line of communication to the Department.

As the rules stood in their original form, far from making the business of going to sea more safe, they could have contributed to the dangers. With yet another financial burden hanging over him, a skipper might have been tempted to stay out in dangerous conditions just to make a trip pay.

fishing news

Editor: Harry Barratt

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

Advertisement Director: Fred Purasell

Advertisement Manager: Bill Barber

Managing Director: W. A. Cathles

110 FLEET STREET, LONDON EC4A 3JL

Tel: 01-353 8961. Telex: 21977

Circulation: Ann Dunsford 75-77 Ashgrove Road, Ashley Down, Bristol BS7 9LW. Tel: 0272 425711

Published weekly

Postal subscription rate: £8 per annum £8.50 overseas

Registered as a newspaper at the Post Office

ABC

TRAWLER OWNERS CUTS 100 JOBS

GRIMSBY trawler owners Consolidated Fisheries Ltd. have announced sweeping economies and redundancies in all departments amounting to roughly 60 per cent of the total workforce.

The economies, which became effective late last week, include the laying-up of seven of the firm's 11-strong distant water fleet. It is indicative of the very real difficulties the British fishing industry, especially the distant water section, is facing.

About 130 fishermen's jobs will be lost through the withdrawal of the trawlers, while roughly 50 workers ashore will be made redundant.

There is also the added danger that the trawlers could be laid-up for good unless the 1978 quotas from Norway — almost the only distant water grounds left — are in any way generous.

The present thinking within the industry on this subject is very gloomy and a considerably reduced allocation from the Norwegians is expected.

This year the distant water fleets have managed to work the Norway coast and its sector of the White Sea until November 5, but there has been a considerably reduced effort in terms of vessels fishing. Earlier this year the trawlers also had access to some Russian grounds.

Consolidated blame exhausted quotas off Norway, singling out the French for Russia.

It will be mid January before any of these trawlers land another distant water trip at Grimsby and the likelihood is that their numbers will be swelled as the economies forced on to Consolidated squeeze the other owners.

Last week the distant water ships *Spurs*, *Barnsley*, *Port Vale* and *Notts Forest* returned from Bear Island/Spitzbergen trips and

Mr. Allan said that the move would make British operations at Faroe "completely uneconomic". The technical discussions should be held away from the pressures of wider-ranging talks on a new EEC fishing deal at Faroe, but one meeting appeared that now meeting would follow another.

The possibility of separate discussions on the mesh issue was getting more remote, though there was nothing definite about it.

"We have made it clear there was not way that British trawlers can operate economically at Faroe with the proposed new mesh size. Therefore, this issue should be resolved before talks on a new access agreement get off the ground," said Mr. Allan.

The AFVOA has pressed for a technical meeting on the mesh issue ever since the last rounds of negotiations in September, but it has not been successful.

Tests on the new mesh size were carried out to prove the association's point and the AFVOA was not satisfied that the mesh move was justified on scientific grounds.

The industry held a meeting on Wednesday with officials from the Department of Agriculture and Fisheries for Scotland and expressed their views on the matter.

Largest

Blackburn Rovers landed on Monday and it could be her misfortune to join the others, leaving Consolidated with just four vessels working the Western Isles for the remainder of 1977, although this is by no means definite.

Consolidated Fisheries Ltd. once owned the largest fleet of trawlers in the world. During the 1920s and 1930s it had a huge fleet, well in excess of 100 vessels, based on Grimsby, Swonsa and Lowestoft, but this mighty fleet shrank as the industry declined, until only the headquarters at Grimsby now survives.

in BRIEF

PARLIAMENT has approved for a further year existing arrangements for grants and loans for buying and improving fishing vessels. Also provision of plants for processing fish or for making ice.

THE second of the Buckland Foundation Lectures on crabs will be given by this year's Buckland Professor — Dr. Eric Edwards of the MAF Shellfish Laboratory at Burnham-on-Crouch. It will be held at the Kings Arms Hotel, Burnham-on-Tweed, on Thursday, December 8 at 7 p.m. Local fishermen and other interested people are invited to attend.

MR. Edward A. Smith, executive manager of Kelvin Hughes Charts and Maritime Supplies, has been appointed a divisional director of Smiths Industries Limited.

THE Conservative Fisheries Committee has elected the following officers for the coming year: Chairman, Patrick Wall; vice-chairman, Sir John Gilmour; secretary, Sir Frederick Bennett.

NEARLY £23,000 has been raised by Scarborough's Fishermen's Wives Hospital Fund. Their target is £40,000 needed for an intensive care unit at Scarborough Hospital.

Maggie Melnitzer, chairman, said that the members of the committee could hardly believe the amount.

"We think we have done so well because the whole town has made a combined effort. We are very grateful," she added.

MACKEREL PRODUCTS

10,000 sq. ft. factory and trained staff in Plymouth has excess capacity for producing fillets, headed and gutted, and round frozen fish. 20 ton per day Blast Freezing facilities. All enquiries welcome including export contracts.

TAMAR FISH PROCESSORS LTD.,

Lockyer Quay, Sutton Road, Plymouth, Devon.

Telephone: Plymouth 28473 — Telex: 45646



BRUNEL 35ft L.O.A.

Steel Hull Complete £4750

Enquiries

AVON—BRUNEL MARINE LIMITED

Brunel Works, Salisbury Road, Sutton Mandeville, Salisbury, Wiltshire SP3 5NL.

Tel: Foyant (072270) 618

Telex ASR 477019

CAPSTANS

LINE HAULERS

NET HAULERS

WINCHES

PUMPS

A complete range of hydraulic powered haulers for the inshore fisherman

SEAWINCH LTD.

Unit 18, St Michael's Trading Estate, Bridport, Dorset DT9 3RH. Telephone: Bridport 56232

Write or phone for brochure and price list



**ELECTRONICS
MARINE LTD**
ELECTRONIC EQUIPMENT
FOR THE FISHERMAN...
AN INTERNATIONAL SERVICE

Radar · Echo Sounders · Sonar · Radio
Communications · Auto Pilots
Speed Logs · Warp Tension Meters
Talkback · Gas Detection · Telephones

Electronics Marine Ltd.
The Village, Bock, Hill, Northumbria
Telephone 0432 21511 Telex 55322

SAGANET

(A/L Flakernes Radikalfabrik)
Gjovik

Norway's leading Net Manufacturer would be delighted to
quote you for new nets, repairs, spare etc.
We do not guarantee to be the cheapest in the market but we do
guarantee to give you the best quality and design based on
25 years experience.

Full details from U.K. Agent —

Hugh Norman (Marine Sales) Limited
Ythan Cottage, Eilon, Aberdeenshire.
Tel: 0456 388 1870 03587 388



WEST COUNTRY

RADAR — RADIO/TELEPHONES — AUTOPILOTS
SONAR — FISHFINDING SOUNDERS ETC!

Ocean — Sellar — Atlas — Sperry — Saelar — JRC
Wesmar — Neco — Cetra and all the leading names.

**OUR ENGINEERS ARE ONLY A TELEPHONE CALL
AWAY FROM YOU!**

Night and weekend emergency service
Marine electronic equipment at its best

SEABOURNE ELECTRONICS LIMITED

27 Southside Street, The Seabrook, Plymouth
Tel: 07521 20114 — Telex: 45458

Keep Your Catch Cool with MARINEX

engine room extinguishing systems and GAS and BULK ALARMS.

ANGLESEY FIRE PROTECTION
Benllech, Anglesey, Wales
Telephone: 0248-74-2030

Emergency & Routine Maintenance Repairs

TRELAWNY JAGO BROS. LTD.

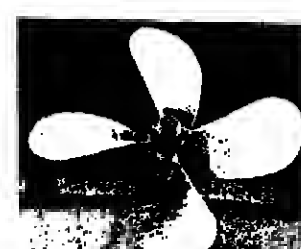
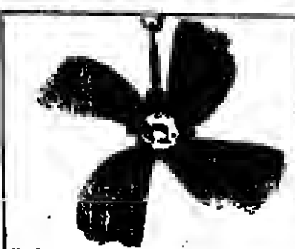
MECHANICAL ENGINEERS

Tel: PLYMOUTH 336071/338448

Stockists of: Steel Section & Plate, Renold & Fanner
Chain & Belt Drives, Couplings, Fasteners.

WOULD YOU BELIEVE IT?

The pictures show the same propeller
before and after repair at Brunton.



That's the sort of result you can expect when you
have your damaged propellers repaired at Brunton's.

For all your propeller and sterngear needs,
including the new Superion Screw, contact:

BRUNTON'S PROPELLERS LTD

Inverboyndie, Banff AB4 2JF

Phone: Banff 2709

Telex 73143

FISHING NEWS

MORE DoT SAFETY RULES RELAXED

BEAM TRAWLERS as well as old smaller boats are being treated as "special cases" under the Department of Trade safety regulations for fishing vessels. A special "period of grace" is also being allowed for boats to comply with the rules after survey.

This move is noted as part of a more practical and flexible approach to the rules — in an interim report published by the Fishing Industry Safety Group.

The FISG was set up in July this year to advise Ministers on the regulations and comprises representatives of the fishing industry as well as Government departments.

Already, as a result of FISG representations, fees for surveying vessels for the first time have been reduced by an average of 42 per cent (*Fishing News*, November 11).

Foreign built boats — especially beam trawlers from Holland — have found it difficult to measure up to DoT stability requirements. FISG has now endorsed a proposal to confine surveys on beamers to a stability check, using a simple roll-period test, and an examination of safety equipment.

A charge of £50 will be made for this first survey on beamers. This fee will be set against the full fee payable when the vessel phases-in for completion of the survey, together with other vessels of corresponding length and year of build.

Failure

No vessel will be stopped fishing after an initial failure to fully satisfy a roll period test.

To encourage boats to come forward for survey, a 12-month grace period will be permitted, after survey, to allow compliance with the surveyor's requirements. A special "interim certificate" will be issued.

Exemptions are being made for older and smaller vessels from the 1975 Rule

requirements for lifeboats, lifebuoys and line throwing apparatus. Where there is a lack of stowage space the standards embodied in the 1965 Rules will be allowed.

A handbook is being made available with a list of other exemptions to the rules.

An examination of the radio rules is now being un-

dertaken by FISG. There has also been a lot of objections to watchkeeping receivers which, it is claimed, are subject to interference and are noisy in use.

In conclusion the report notes that owners have delayed presenting their boats for survey because of earlier differences between

the inshore industry and the Department. The general view of the Group is that these differences have now been resolved, although on behalf of Fleetwood fishermen, a representative insisted on reservation being recorded about the introduction of the scheme for fish-

...Survey now realistic

by Clinton Davis, MP, Parliamentary Under Secretary of State for Companies, Aviation & Shipping.



Clinton Davis

Long way

"Since that time very necessary improvements in safety and benefits to seafarers, brought about by the great 1894 Merchant Shipping Acts and subsequent legislation, have transformed the situation. We have come a long way in those 80 years or so and can justifiably claim today a UK merchant shipping safety record second to none."

"I would not for a moment, suggest that today's fishing industry has safety problems comparable with merchant shipping in the 19th century or that it is unaware of its responsibilities. On the other hand, surely no one will seriously argue that the need for adequate safety standards is less relevant in the fishing industry today than it is for any other major industry, or that fishing is not a high risk occupation."

"Once the survey began, the industry, as I have come to expect, wasted little time in telling me in their customary forthright style what they thought about the way the Rules were working. Having listened to their views, I decided to set up the Fishing Industry Safety Group; and I tried to ensure that it was truly representative of the inshore industry. It set to work with an admirable sense of urgency and now, after only four months of intensive work, it has submitted its interim report, which appears above. I have found it impressive and most encouraging."

"The Group has grappled with the more immediate and difficult problems to which the industry had drawn attention, and I believe, produced practical answers without delay."

"The period since the introduction of the Fishing Vessels (Safety Provisions) Rules 1975 has certainly not been plain sailing. I was under no illusion that the running in period would be straightforward. Problems were bound to

arise, especially with regard to existing vessels, which could only be solved with the benefit of experience — and hindsight. Every effort was made to consult the fishing industry and many 'teach-ins' were conducted at the fishing ports before statutory surveys began. I visited a number of fishing ports myself for discussions. Throughout, I made it plain that I would be prepared to review the working of the Rules in the light of events."

"On the survey began, the industry, as I have come to expect, wasted little time in telling me in their customary forthright style what they thought about the way the Rules were working. Having listened to their views, I decided to set up the Fishing Industry Safety Group; and I tried to ensure that it was truly representative of the inshore industry. It set to work with an admirable sense of urgency and now, after only four months of intensive work, it has submitted its interim report, which appears above. I have found it impressive and most encouraging."

"The Group has grappled with the more immediate and difficult problems to which the industry had drawn attention, and I believe, produced practical answers without delay."

"The period since the introduction of the Fishing Vessels (Safety Provisions) Rules 1975 has certainly not been plain sailing. I was under no illusion that the running in period would be straightforward. Problems were bound to

sacrificing the essential safety considerations which are, of course, the main objective. This could not have been possible without the solid hard work, and positive and realistic approach of the industry representatives on the group.

"The Group remains being — ready to consider any new problems which may arise as surveys of new vessels proceed. I am sure that its continued co-operation can only be for the good."

"I am very well aware that the job of fishermen is to catch fish and it has never been my desire to make the job of earning a decent livelihood, in trying conditions, difficult or well nigh impossible by imposing unrealistic safety requirements. Of course, safety is very important, but it cannot be an end in itself, and I hope that my acceptance of this is demonstrated by my Department's response to the views of the industry."

Interests

"I have a part to play in trying to ensure that safety within the fishing industry is raised to a realistically high standard. This is clearly in the interests of those who go to sea; but at the end of the day it is the behaviour of individuals that matters."

"Safety relies heavily upon co-operation and responsibility and I believe it is reasonable for me to ask for a constructive response from the industry. I urge all fishermen to take note of the FISG interim Report, to ensure that their vessels are brought up to the standards laid down in the Rules at an appropriate time and, in particular, to heed the view expressed that owners of vessels help to cushion any possible scrapping of Scottish boats."

"We do not have an over-capacity problem," he said. "But it might help the Dames who look like having to get rid of some of their industrial fishing fleet."

AN ex-deckhand on the Grimsby trawler *Ross Khar* has won the Sir Francis Chichester Award. Richard McCormick came ashore to work for a year and has won the award for "brilliantly determined and effort"

December 2, 1977

COD SHORT —BUT NO RECORDS...

SLACK fishing on all grounds again hit Grimsby hard last week and landings fell below the 10,000 mt mark.

Cod — still in short supply — failed to reach the giddy heights of the previous week, however. Kits of cod changed hands at most auctions in excess of £50.

Evidence

Not one distant water ship brought back more than 900 kits and this was ample evidence of how badly the Far Island and Spitzbergen grounds are fishing.

Easily the outstanding trip to BUT's *Rodney* (Skipper Geoff Carberg) which hit the week's high spot with just 898 kits, all cod, was 100 of rocks and four of reds, on the Monday market from a 24-day Far Island trip.

Ross Rodney's grossing of £4,089 was never bettered during the remainder of the week.

Saddest note was un-

doubtedly the final trip — in 1977 at least — of the Consolidated Fisheries' quarter *Spurs*, *Barnsley*, *Notts Forest* and *Port Vale*.

The four had been diverted from the White Sea after Norway imposed a ban and had struggled through 24 and 25-day trips.

Their returns were: *Spurs*, 769 kits, mostly codstuffs, £25,314; *Barnsley*, 684 kits, mostly rocks, £18,974; *Notts Forest*, 644 kits, mostly codstuffs, £22,174; *Port Vale*, 625 kits, codstuffs plus some rocks, £22,071.

Honours

Taylor's *Okino* (Skipper 'Snowy' McUlrich) picked up the middle water honours after a trip in atrocious weather with a grossing of £15,406 from a beautifully mixed 15-day Western trip.

The only seiner to land all week was *Brizlee*. She took a hammering earning £2,036 from 41 kits, mostly flats.

Right: Consolidated's *Notts Forest* landed 644 kits worth £22,174. Now she is laid-up.

EXTEND CASH TO SCRAP SCHEME

AN EEC cash incentive scheme for scrapping vessels over 24m. (79 ft) should be extended to inshore boats.

This view was put forward at a meeting of the EEC's Joint Committee on Social Problems by David Aitchison, chief executive of the Scottish Fishermen's Federation, in Brussels last week.

At present the pay-out is scheduled at 300 units of account per gross ton but, Mr. Aitchison said, a higher scale of payment would be necessary to make it attractive to inshore boats.

The scheme is aimed at overcoming the problems of nations which had built up an over-capacity of fishing effort.

Fishing News asked Mr. Aitchison if he thought that extending the scheme would help to cushion any possible scrapping of Scottish boats?

"We do not have an over-capacity problem," he said. "But it might help the Dames who look like having to get rid of some of their industrial fishing fleet."

AWARD
AN ex-deckhand on the Grimsby trawler *Ross Khar* has won the Sir Francis Chichester Award. Richard McCormick came ashore to work for a year and has won the award for "brilliantly determined and effort"

FISHING NEWS

Mini-fish shocker

—NET MESH MEASURED 'BY FORCE'

AN IRISH fisheries officer said in court last week that of all the vessels he has boarded he had never seen so many undersized fish as aboard that of the *Spaniard* charged before the court.

Manuel Sanies Oliveira from Passages, San Sebastian, skipper of *Versailles I*, was fined a total of £200 and his catch and gear valued at £10,476 was confiscated when he appeared at Skibbereen Court, County Cork.

He faced six charges of illegal fishing in Irish waters,

but three of the charges were dismissed and he was convicted on the other three.

His catch when arrested off the Great Skellig by the protection vessel *Fola* included

hake and sole. The fisheries officer, James Conlon of the Irish Department of Fisheries, said that he measured the net end found it to be under size.

He gave his gauge to a crew member to measure it for himself. By forcing the net the crew member, who was a big man, got larger measure and claimed it was legal.

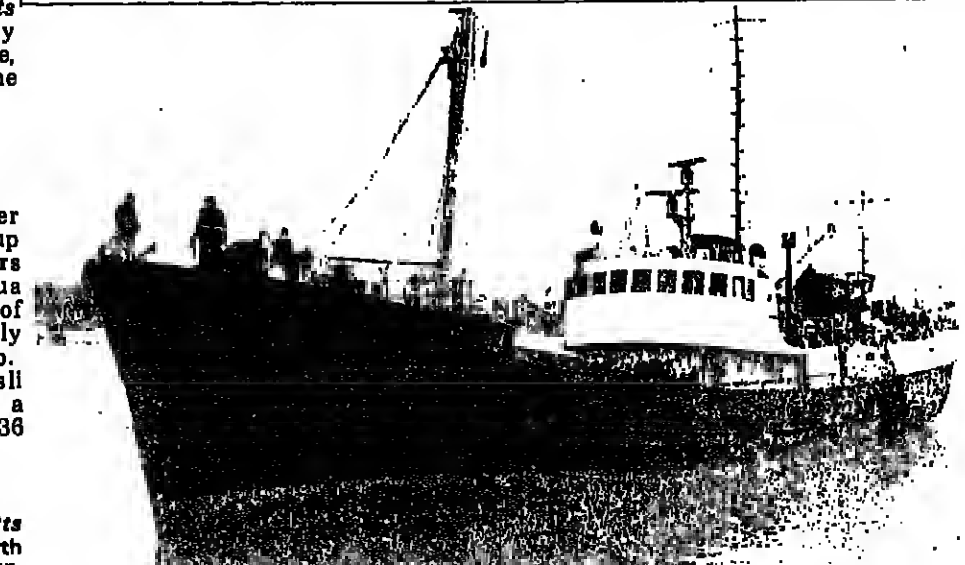
The skipper said he was not fishing and denied having live fish on board, although a naval boarding party claimed there were live fish on deck and in boxes.

Oliveira said the trawler had lost her gear about 200 miles away from where they were arrested and, because of bad weather, was going to Valentia to meet a companion ship and get more gear.

VANDALS ON THE RAMPAGE

GROWING concern among Isle of Man fishermen about interference and damage to boats in harbour has resulted in "substantial rewards" being offered for the arrest of the culprits.

Equipment has been stolen from berthed vessels, gear damaged and, most seriously, boats have been cut adrift. In one such incident, an untied herring boat drifted out of Peel's inner harbour and was only noticed and retrieved as she was drifting out past the breakwater.



Tot up hp on the side

LETTERS

SIR, The policy of using quota systems for restricting the amount of fish caught is both difficult to enforce and apply selectively to one species, especially when vessels and gear become even more multi-purpose.

A far better way of controlling the fishing effort is to limit the fishing effort by controlling the amount of horsepower applied to a given sea area.

Generally speaking, the size of towed fishing gear like trawls is dependant on horse power available — and more hp needs bigger ships to float the engines.

As the size and efficiency of towed gear is, in fact, dependant on hp, so also is the amount of fish caught by the towed gear method.

If, instead of regulating the amount of fish a fleet is allowed to catch in a given sea area, we were to limit the amount of hp that would have the following advantages:

1. If the amount of hp were painted on the ship as well as the name and number, policing aircraft and ships would have no difficulty totting up the hp being applied to the fishing area.

2. If, say, Belgium were allocated X amount of hp in British waters and could be seen to exceed it, when the area's total quota was reached (which ever was reached sooner), the fishing boats themselves would do their own policing. This would not only ensure other Belgian boats did not apply hp to gear in the area, but would try to ensure no-one

else did either, because once the total quota was reached all fishing would stop.

3. This policy would favour a country like Britain, because it would be uneconomical for a small fishing boat to cross the North Sea waters, as they will only have easily policed big ships. On the other hand, it would be quite economical for Britain to apply her hp quota in waters where the gear itself can be made selective by working large hooks or large mesh nets.

4. It will be possible to apprehend a vessel red-handed for exceeding the hp quota, confiscate her gear and catch, and not have to argue about quantities and types of fish caught and when.

A disadvantage would be the use much hp to work in quantity. But, because they are set gear, such things are easily inspected and the gear itself can be made selective by working large hooks or large mesh nets.

R. D. LEAKEY,
Settle,
Yorkshire.

MITCHELL DIESEL LIMITED

Distributors of Detroit Diesel and GM Bedford Marine Engines covering ports from Yarmouth to Barwick and Birkenhead to Port Carlisle.

Quicker out, sooner landed!

Engines you can depend on; back-up service you can trust.

Smooth reliable Detroit or GM Bedford Marine Engines from 49 to 1025 s.h.p. Proven dependability in commercial vessels under the most arduous conditions throughout the world. Simple design gives a high level of parts interchangeability within a series and all models are available with matching transmissions, front end clutches and power take offs.

Mitchell Diesel expertise is at your disposal backed by a fully trained team of Service Engineers always on call and comprehensive Parts Dept. and Machining facilities — all dedicated to keeping your down-time to a minimum.

Mitchell Diesel Ltd., Fulwood Road South, Fulwood Industrial Estate, Sutton-in-Ashfield, Notts. Tel. Mansfield 0523 55521 Telex: 377182

Also at Portrack Grange Road, Portrack Lane, Stockton-on-Tees. Tel. Stockton-on-Tees 0171 61 Telex 58228

Awarded Defence Standard 05/29 by D.A.B.

Detroit Diesel and GM Engineering Co. Ltd., Beaumont Way, Hartree Industrial Estate, Great Yarmouth, Tel. 0493 58031

ARE YOU INTERESTED IN EQUIPMENT BY

ELECTRONIC LABORATORIES
The entire Seafarer range.
SAILOR MF, HF, VHF, radiotelephones and direction finding

SAILOR & DANCOM MF, HF, VHF, radio telephone, direction finders.

AUTO PILOTS Sharp, Mate, Cetrek, Robertson.

ECHO SOUNDERS, GEMTRONICS, Kelvin Hughes, Simrad. New Vexilar echo sounder, savs buying paper rolls.

LOGS BY BROOKES AND GATEHOUSE BEN AND WALKER.

You want a price — ask us

WESTRONICS

Aller Mill Works, Aller Road, Kingskerswell, Devon

Phone 08 047 2666. Telex 42660

A well equipped wheelhouse always includes a copy of

Olsen's FISHERMAN'S NAUTICAL ALMANACK

Now in its 102nd year, the 1978 Edition has just been published. It remains the only almanack for fishermen and the 1978 Edition has been extensively revised and brought right up to date.

Included in its extensive contents are tide tables, navigation and port information, the latest Government fishing regulations, together with a list of British fishing vessels. All this and much more for only £5.00 plus 35p postage and packing direct from the publishers.

ETW DENNIS & SONS LTD
MELROSE STREET, SCARBOROUGH
NORTH YORKS. YO12 7SJ
Tel: 0723 61317 (3 lines)

SEARWINCH LTD.

Unit 18, St Michael's Trading Estate
Tel: 01904 33333

**CAPSTANS
LINEWHEELS
NET HAULERS
PUMPS
COMPLETE KITS**

Reliable Power for the Inshore Fisherman

GOODRIDGE (U.K.) LTD

For the full range of Aeroquip Low, Medium and High Pressure Rubber and Stainless Steel Covered Hose

Fittings in SSP, JIC, NPT and Metric for Hydraulic Oil - Engine Oil - Fuel - Water

24 Hour Nationwide Delivery Service

The finest protection from High Pressure and Temperature, Vibration, Abrasion and Corrosion

AEROQUIP — For International Quality & Dependability
Collins Road, Totnes, Devon TQ9 5PJ. Tel: (0503) 862007
1978 Catalogue 50p

TYPE 5A WATERTIGHT FITTING

D.C. voltages
24V, 110V, 220V
A.C. voltages
115V, 240V, 50/60 cycles
Send for catalogue:

Dept. LN, SONDIA LIGHTING LTD.
45 PORTLAND PLACE, HULL HU2 8QP
Telephone: 0482 223363



FRASERBURGH fishermen were dealt a blow when a fire broke out in a storage yard owned by Richard Irvin & Sons Ltd. causing a big loss of gear.

Between 18 and 20 boats have lost gear in the blaze, according to manager James Reid.

It will probably be a few weeks before the total damage can be assessed. Lists are being submitted by skippers who have lost gear.

One skipper, Andrew Ireland, said he had lost all his gear for herring, eprits, pout, white fish and prawn fishing. One of the nets lost had just been bought in Merch at a cost of £11,000.

A blaze at the same yard only months ago caused damage estimated at £30,000.

REAR-Admiral C. Branson, CBE, has been appointed managing director of U.K. Trawlers Mutual Insurance Co. Ltd. He succeeds Rear Admiral J. A. Ievers, who has retired.

FRENCH HIT A DOUBLE-TOP AT FLEETWOOD

FLEETWOOD'S biggest grossings last week were both made by French vessels. With the port's fleet forced to limp home after trips hit by bad weather, it was left to the Frenchmen to maintain the bulk of supplies.

St. Enogat was the first to land. She had 734 kits, including 15 of hake, 90 of cod, 240 of haddock, 140 of whiting, 80 of colley and 20 of roker, which sold for £25,952.

It is a considerable time since such an amount of whittings have been landed at Fleetwood but the variety sold well, making an average of around £25 a kit.

On the following day it was the turn of Loriant trawler Breseoy Bank. She had 787 kits, of which more than 200 were of reds, worth £23,112.

Also included in the catch were more than 110 of cod, 160 of haddock, 100 of whiting, 25 of colley and 60 of dogs.

It was a different story for the local middle-water trawlers which had to put up with some of the worst weather experienced in years. The stern trawler *Gavina*, commanded by Skipper A. Barkworth, came out on top of the list with her 494 kits, including 10 of hake, 25 of cod, 40 of haddock, 10 of whiting, 80 of colley and more than 200 of dogs, selling for £12,333. It was once again a week which saw the port's successful pair teams unable to realise their full potential.

Idena (Sk. Gordon Wignall) and *Norina* (Sk. Bill Reader) were forced to stay out for 18 days but they earned little.

Idena landed only 117 kits while *Norina* had 262 kits. The combined total gross was £13,500.

Top everage of the week went to the Irish trawler *Murrie Jacob* which managed to get enough fishing in on the Irish ground to catch 64 kits — worth £14,540.

The only consolation for the port's fishermen was that their landings made steady prices.

Cod went up to more than £80 a kit, colley averaged more than £30 and roker rose up to £60.

OBITUARY
TALBOT Joseph Edgar Ford, a port health inspector for 33 years, died in a Grimsby hospital last week. He was 79.

A well-known and respected figure on the docks, 'Tal' Ford had been based at Grimsby for over 25 years.

Mr. Ford was a native of Hull. He joined the Merchant Navy in 1912 after studying at the Hull Technical House Navigation School. He twice stowed away aboard cargo ships before he was 14 years old.

After serving in the first world war, he remained at sea as a master mariner until 1930.

Mr. Ford was also a professional boxer of some ability, combining the boxing with his sea-going by training on deck at sea. He is survived by two sons and two daughters.

Net offence — two fined

TWO fishermen were pounced upon by balliffs in Ambie Harbour, Northumberland, after they unloaded their catch and were preparing to cast off.

At Ambie Magistrates Peter Robinson, both of Ambie, pleaded guilty to carrying an unlicensed net on board a cable. They were each fined £40 and ordered to pay £7.50 costs.

Solicitor, George Hawke, prosecuting for the Northumbrian Water Authority, said two nets were spotted on board the cable when only one was allowed.

The accused were permitted to fish for salmon and migratory trout, but to use only one net at a time.

Water authority staff saw Mr. Straker and Mr. Robinson tie up their cable in Ambie Harbour and lift 13 fish from a net in the cable on to an old dredger. Another net was noticed aboard.

The coble was boarded by two balliffs as the accused prepared to cast off.

Mr. Robinson said he was carrying two nets for convenience but had no intention of fishing with both nets at the same time.

No chance on limits
FRANK JUDD, Minister of State at the Foreign Office, has given a thumbs down to the establishment of an economic zone to regulate the exploitation and conservation of fish stocks within the British Isles.

Speaking at the annual dinner of the Nautical Institute in Portsmouth, he said that for the time being at least the British Government are against the idea of establishing such a zone — which would stretch for 200 nautical miles.

He said: "The need for effective action has never been so urgent".

FISHED OUT

THE COOK of the French stern trawler *St. Enogat* was rescued last week after falling into Fleetwood dock while crossing from the market to his ship.

Raymond Mingo was eventually pulled up by a lifeboat.

after two lumps, Eric Jackson and Colin Wright, had tried unsuccessfully to pull him out with a rope.

He was taken to hospital but his injuries were not serious.

The rescue took place while the vessel was landing.

WESTON WORK BOATS
Are pleased to announce that they are now fitting out a

CYGNUS GM RANGE and are at present fitting a

GM 37 for Jersey, the boat

CM VINALL

All enquiries to —
84 Drive Road, Weston Super Mare, Avon
Telephone 0934 21481 — Mr. Blackwell or Mr. Morris

BOAT BUILDING TIMBERS

• Butts of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.

• Kiln dried and machined Yarr Decking and Marples.

• Complete sets of Oak frames built to your pattern.

• Oak planks, all sizes, all grades.

• Delivery to all parts of England and Wales.

W. S. BARCHARD & SON LIMITED
WEST DOCK STREET, HULL
Tel: Hull 0482 25566 (5 lines)

Jobs hit by bad weather

DOUBLE the normal amount of Lowestoft trawlermen are on the water because of the recent weather.

The local Job Centre says books are much fuller than normal for this time of year. It is hoped that many will return to see if the weather improves sufficiently to allow the boats back on the grounds.

Lowestoft landings are also affected by weather and last week was yet another lack one.

The top trawler was *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

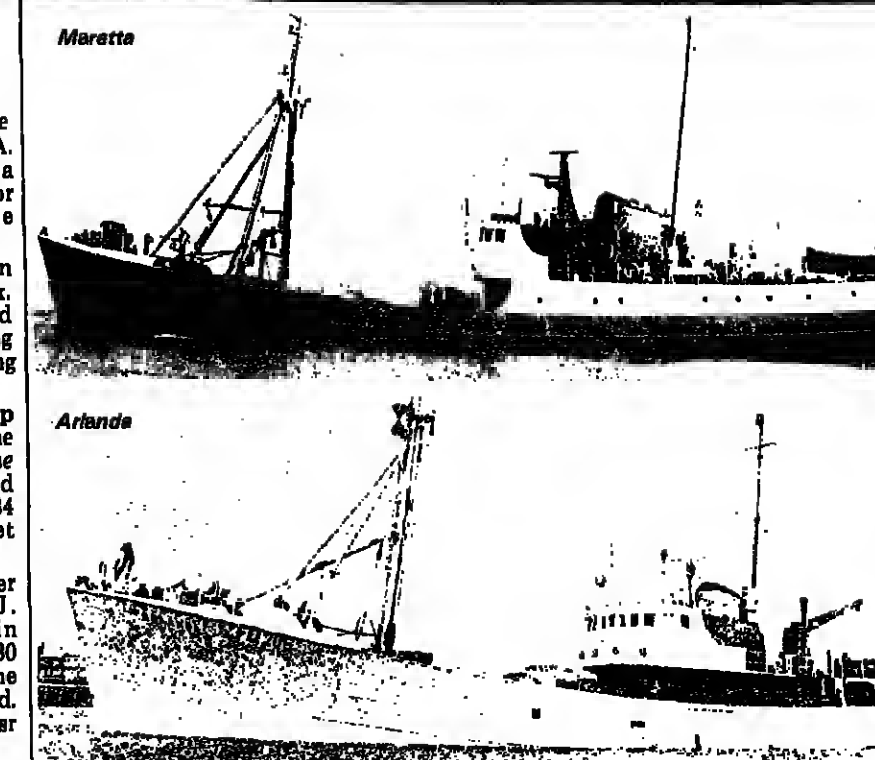
Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

Taliesman's stern trawler *Bornby Queen* (Sk. Colin Creig) returned with 206 kits earning £9,881. Sixth place went to Colne's stern trawler *St. Patrick* (Sk. David Bedford). She landed a 221 kit catch worth £9,462 after a 13 day trip.

Another Colne side trawler — *St. Thomas* (Sk. J. Ketteringham) — was in fourth place with a £9930 grossing on Friday, when she was the only vessel to land. She put ashore 202 kits after a 10-day trip.

AFRICA BOUND



TWO more Fleetwood trawlers are bound for Africa. The side trawlers *Arlanda* and *Moretta* have been sold to Ghana and are expected to sail for their new port — Tema — soon.

They will sail with delivery crews consisting of Fleetwood men.

Both ships, which have been engaged on oil rig support work, have a distinguished part in the port's recent fishing history. *Arlanda* was built at Beverley in 1961 and ultimately became one of Fleetwood's most successful middle-water trawlers under the command of Skipper Tom Christy, being top ship on several occasions.

Moretta was built at the same yard and was commanded by Skippers Sid Christy, Victor Buschini and John Dunne.

While Skipper Christy was in command the vessel was top Iceland ship for two years running.

The vessels are to be fitted out with chilling equipment at Fleetwood and *Arlanda* is expected to leave in about a fortnight's time for her new port.

EEC boats to come in 'on the cheap'

GRIMSBY has agreed to reduce charges on EEC fishing vessels in an effort to step-up supplies of wet fish which have fallen to an alarming level.

The decision, made last week by the Grimsby Landing Co. will put EEC vessels on to the same scale of port charges as the local fleet.

Until this move all foreign vessels had to pay a special charge at Grimsby and these will remain in force for non-EEC countries, including Iceland, until the New Year.

If the ban on her trawlers is ever lifted.

It was widely known that the big French trawlers from Loriant were not very happy with the old scale of charges for EEC vessels. Already the Frenchman *Le Verrier* was at Grimsby on Monday and it is hoped she will be followed by more of her sister-ships.

However, the real difference may not be fully felt until the New Year. Many other EEC countries have also exhausted their fishing quotas for 1977 and will have to wait until January when new quotas become effective.

There is also a general shortage of fish throughout Europe, due largely to the introduction of 200-mile limits to life vessels with fish surplus to the requirements of their own countries.

It is hoped the reductions in port charges will attract vessels mainly from Denmark, Belgium, France and Holland.

FISH COOK LINE-UP



THE White Fish Authority's school fish cookery competition is on the road again for next year's champion.

A £25 lucky draw was held for any school entering the competition. Gweo Conacher, Home Economist of the Electricity Council, drew the winning school Mount Saint Joseph in Lancashire.

The award is to be spent by the school's Home Economics Dept. at their local Electricity Board showroom.

After the draw Joyce Stewart, member of the WFA and Reader Beaver, Chief Information Officer of WFA, judged the schools' entries. They selected 94 finalists for the 16 regional finals. These will be held throughout the UK during January and February next year.

A music centre will be awarded to the winner of the competition along with £100 for the 'Home Economics Dept. of the school. The Harry Billingsgate Trophy will be retained by the school for a year.

A £10 and £50 for the school to the runner-up and the prize is a camera.

40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

The new Ruston 40% more power... just right for medium & larger sized vessels!

Fishermen worth their salt keep a copy handy

The latest Bridport-Gundry Marine Catalogue simply costs you the price of a stamp ... not much to pay for the convenience of essential information always at your fingertips.

Our latest list contains hundreds of items in all, from Eel nets to Beam Trawls, from Lobster Pot netting to Thigh Boots and Netting Needles. It's a complete answer to the needs of today's Commercial Fishermen.

... the NEW Bridport-Gundry Marine Catalogue

Send the coupon for your copy, and make your future ordering quicker and simpler.

Bridport-G

Still going for wooden boats in Cornwall

THE TOMS yard at Polruan, Cornwall, is just starting to build a wooden 35-footer to fish out of Newlyn.

The keel for the iroko-on-oak boat will be laid in the next two weeks and delivery is due around the middle of next year.

She will be owned by Mr. J. Thomas who is having her fitted out for mackerel fishing, lining and tangle netting; she will be capable of trawling with the addition of a winch. Her main engine will be a Gardner 6LX.

The boat will be similar in hull form to *Trazbar*, the Gary Mitchell-designed and built ray netter which is now owned by Skipper 'Traz' Treloar. She was built in 1974.

The new boat will have 6in. more beam at 14ft. 6in. and 1ft. more draft, at 6ft.

The Toms yard also hopes to build a 42-footer to a Mitchell design. The White Fish Authority is now

deciding on grant and loan assistance.

Gary Mitchell recently announced a range of standard wooden hulls and had a very strong response. One craft he is quoting for will just slot under the DoT safety survey limit as her measurements will be: 42ft. 6in. long overall, 7ft. draft and 16ft. beam.

The craft would be a powerful pocket trawler as an 8LXB Gardner with a 3.63:1 reduction driving a 50in. four-bladed propeller has been specified.

The Mitchell yard will be winning out of the shade its first hull-only order this week. The hull — a 28-footer — has been fitted out by her local skipper-owner, Alan Furse, a former apprentice at the yard. She is in the final stages of completion,

although a wing engine has yet to be fitted.

Gary Mitchell — who has just completed plans for Cygnus Marine's latest 40ft.

standard boat — is now due to start work on a 33ft. wooden hull for a local owner. This craft will have a 4ft. 3in. draft and 12ft. beam.

DANISH BONUS

THE DANISH fishing industry could benefit by having its industrial fleet outlawed. This view was put forward by Hamish Watt (Scot. Nat. Banff) in the Common Fishing Orders debate last week.

By switching to table fish, the Danes would need fewer boats but the number of men employed would be the same.

Mr. Watt explained: a crew of four men is needed for industrial fishing, while a crew of eight would be required on the same vessel to catch for human consumption.

On the shore side there would also be big employment gains, said Mr. Watt. More people would be needed to handle the fish.

The only deficit for Denmark would be in lost investment on fish meal factories.

"Many of them are quite ancient and, in fact, it would not take a great amount of capital to subsidise them out of existence," he added.

December 2, 1977

As I was saying to the minister...

PRIOR to next week's crucial meeting in Brussels, Minister John Silkin is meeting Irish Fisheries Minister Brian Lenihan, in London, today (December 2).

Both ministers will be seeking to negotiate arrangements that will satisfy British and Irish demands for exclusive fishing rights for their respective fishermen.

The meeting will be backed by a demonstration of support from British fishermen.

In Dublin last month, the Irish Minister was kept in touch with the depth of feeling in Britain on the 50-mile issue. At a summit conference between British and Irish fishing organisations, it was agreed that nothing less than a 50-mile exclusive zone would satisfy fishermen of both countries.

A lot of straight talking went into the meeting, George Crawford, chairman of the National Federation of Fishermen's Organisations, told *Fishing News*: "I was particularly impressed with the Minister's dedication to Irish fishing as one of the country's main industries. One subject the Minister was particularly interested in was the role of Producer Organisations managing quotas", said Mr. Crawford.

Left: A welcome break was provided at the Irish-British fishermen's meeting in Dublin with a visit to the Irish fisheries protection vessel *Diedra*. Minister Brian Lenihan is seen here (front row, 2nd left) surrounded by fishermen's representatives.

Above: Taking a stroll during the fishermen's summit meeting in Brussels: George Crawford (left) and Irish Fisheries Minister, Brian Lenihan. Mr. Crawford is chairman of the National Federation of Fishermen's Organisations.



Single-handed built single-handed

SCARBOROUGH'S latest inshore boat is expected to start work this week. She is the GRP-hulled 25-footer *Ocean Crest*.

The craft has been fitted out by Scarborough Boats for Tom Luntly (59), who has been waiting for recent bad

weather to clear before starting work with the potter wheelhouse and is liner. He will operate the single-handed and start on 12in. x 10in. propeller is also work salmon next season mounted on a split stainless steel shaft of 1 1/2in. dia.

Ocean Crest is based on the Treeva DS25 GRP hull, designed by Denis Swire and moulded in Cornwall by Treeva Marine.

tanks and a bulkhead was also gressed in.

Ocean Crest's ply deck, mounted on to the hull frames end not the optional beam shelf, is supported by 4in. x 3in. bearers. The centre boards are loose and there is space for the engine to be stripped down without it being removed.

One refinement for a 25-footer is her Wagner hydraulic steering gear which was ordered at the Humber-side Catch '77 fishing show in June.

John Sheeder, who fitted out *Ocean Crest* single-

handed, said that the system was easy to install and he is "very pleased" with the way it is working. "It is well worth paying that little bit extra," he said.

Tom Luntly will probably be fitting a North Sea Winches slave-type hauler next year, but will be deciding if this unit should be installed alongside the wheelhouse or elsewhere as he gets on with the craft. The wheelhouse has opening windows and doors both sides and also houses a cooker.

The boat has space for around 100 pots, according to

John Sheeder, but around 60 will be worked mainly for lobsters. The boat will also be going lining.

Scarborough Boats has had designs prepared for two new inshore craft 28 and 22 ft. long. The 26-footer is a scaled-down version of a 35-footer which Scarborough Boats is hoping to produce soon.

The mould for the GRP hull has already been made but, according to John Sheeder, skippers interested in buying the boat have been put off by the recent clamp-down on WFA grants.

SCARBOROUGH BOATS LTD. MERRYLEES STAXTON

Scarborough 35: £22000

Scarborough 28: £11500

Scarborough 22: £5000

Treeva DS25 as illustrated on this page complete with North Sea Winches potline hauler £8920 READY FOR SEA

Further details: 371 EASTWAY SOUTHWOLD, SCARBOROUGH



NAVENA
...all the way with DECCA

The Decca Navigator Company Limited
9 Albert Embankment London SE1 7SW



EURONETE

the world name
in precision netting

TRAWL GEAR
NETTING - TWINES - ROPE
FLOATS AND BOBBINS

Special!

18" x 5" SOLID RUBBER BOBBIN
£9.89 EACH

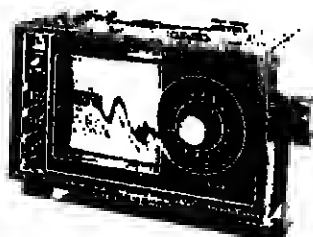
21" x 5" SOLID RUBBER BOBBIN
£11.96 EACH

DELIVERY: EX STOCK
CARRIAGE AND V.A.T. EXTRA

EURONETE (U.K.) LTD.

SIDINGS RD., FLEETWOOD, LANCs.
Tel: Fleetwood 2341 (039 17)
Telex: 87800 Euroneta Fleetwood

N.D. 200 ECHO SOUNDER and FISH FINDER



It's
Revolutionary!
It's
Japanese!
It's
Portable!

and gives a print-out comparable to sets costing
boats or as a sounder on a first set for small

GRANGE MARINE SERVICE
LIMITED

BURNFOOT LANE, FALKIRK
Tel: 0324-27321/2. Telex: 779355
TRADE ENQUIRIES WELCOME

FISHERMEN'S MISSION

SERVING and CARING
For Shipwrecked, Sick,
Distressed, Disabled, Retired
and Sea Going Fishermen
their Wives, Widows and
Children

THIS IS OUR BUSINESS

Will you share in this ministry by
sending a generous donation to
Royal National Mission to Deep Sea
Fishermen

43 Nottingham Place,
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen.

All funds go to help the fishermen and their families.

Types of trawl for eels

"DESPITE the advantages of fyke and wing nets for catching eels, we would prefer to start trawling them."

"Please send information about the design and construction of set trawls."

"I don't know how many different types of eel trawl there are, but those used in Essex and Suffolk rivers resemble shrimp beam trawls in many ways."

"They have beams between 14ft. and 20ft. long and mesh size of nets used approximates that of shrimp netting. Yet construction of trawl heads and the net itself differs considerably from that of a conventional shrimp trawl."

"Heads are made of solid wood instead of bar iron bent to shape. They are about 20in. high and 30in. long, depending on length of beam used, and they have slots in the top to take the beam."

"Though wooden heads may be best for the job, I suppose ordinary steel trawl heads could be used if the space between top and bottom, front and back of the heads was filled with small mesh netting. This would save the expense of making special heads."

"The net differs in shape from a shrimp trawl. It is made in the form of a 30-50ft. cone from two flat sheets of netting joined together. A cylinder of similar mesh size netting is attached to it a few feet from its apex, forming a valve and serving as a cod-end."

Authority on nozzles

ON RECENTLY discussing ways of increasing a trawler's towing power, I said it was feasible to fit a fixed propeller nozzle and listed firms able to supply suitable nozzles and supervise installation.

I did not mention that any fishing vessel owner, wishing to increase towing power without buying a more powerful engine, can always obtain expert advice from Burness, Corlett and Partners Ltd.

The firm does not supply nozzles but has considerable experience in the hydrodynamic design of ducted propulsion systems, which not only involve nozzle and rudder arrangement but design of propeller and flow line into the nozzle.

The firm does, however, have contacts with engineering concerns supplying nozzles and rudder systems to its design, and it is always prepared to advise fishing vessel owners about choice of nozzle and where to get them.

If a boat-owner wants improved manoeuvrability as well as increased towing power, it is possible that the firm's own Towmaster propulsion equipment might be just what he wants.

Using the Towmaster system, one can achieve maximum pull with a fixed nozzle and exceptional manoeuvrability with the incorporated shutter rudder.

Should you have any propulsion problems—whether to do with thrust, hull shape, and water flow,

John Burgess' Log



vibration, a cavitation etc.—the firm will help you. Its offices are at Ship-deine House, East Quay, Ramsey, Isle of Man, as well as at Worthing Hall, Basingstoke, Hampshire.

For further information, send off for the firm's brochure—"Burness, Corlett and Partners—Statement of Capability".

Bait to suit pot or line

"I HAVE bought a boat to use for loea fishing and potting, but apparently procuring adequate supplies of bait is often a problem here."

"Please tell me about types of bait usually used and about artificial baits and lures used when fresh bait is unavailable."

"Baits most favoured of all by line fishermen, I suppose, are lugworms. They are relished by cod, coalfish, pollack, haddock, soles, plaice and dab."

Lugworms are most attractive when freshly dug but they can be preserved in various ways or frozen, and still retain their attraction."

Other baits include fresh herring, mackerel, pilchard, and sprat. This is so because their flesh is only just beginning to decay. All cod-like species relish pieces of these fish and so do conger eels and dogfish."

Lasks sliced from the bellies of mackerel are as effective as any when raining or whiffing for mackerel."

Sand eels are much favoured by hand-liners. They attract red gurnards and turbot and, if used as live bait, attract bass and John Dory."

An artificial lure known as the Red Gill Sand eel is reported to be a very efficient substitute for a live sand eel."

Soft crabs also attract all cod-like species—cod, coalfish (saithe), pollack (lythe), whiting and ling. They also attract skates and rays, and hermit crabs."

Prawns and shrimps are not infrequently used for bait. They attract most species, especially flat fish but are not used as extensively as mussels."

In some districts mussels are used more than any other form of bait by longliners, in others they are not favoured at all because of the amount of labour involved in baiting hooks with them and because they are easily washed off them."

Both whelks and pieces of squid remain on hooks longer and are equally attractive to most species caught commercially by long lines."

Pieces of squid are particularly attractive to conger eels and halibut, although halibut are generally taken on hooks baited with small codling coalfish and whiting. Artificial baits and lures

used by professional handliners and trawlers include coloured feathers for taking mackerel and cod; metal spinners for taking mackerel; coloured rubber eels for taking cod, coalfish and pollack; and plastic sand eels for taking pollack and bass."

Pieces of foam plastic soaked in fish oils of various kinds have been tried as bait on longlines, but have had as little success as those baited with artificial lugworms. Experiments with pieces of foam plastic soaked in fish oil or artificial juices conducted by scientists have so far been unsuccessful."

So, if you cannot obtain supplies of suitable fresh bait for longlines, the only satisfactory alternative is to use frozen squid."

Presumably you will be setting pots primarily for lobsters, and crabs and perhaps crawfish will be by-products. In theory lobsters are supposed to prefer stale bait and crabs fresh bait but you will probably not be too particular about using stale bait exclusively in your pots as there is little joy in handling it."

You may be more particular about baiting with tough-skinned fish (e.g. gurnard) lasting longer in pots than soft species (e.g. herring or mackerel), than with the degree of decomposition. Gurnard, dogfish, fish heads, soiled herring, rabbits, and salmon bones all attract lobsters to your pots. So, according to Pat O'Farrell will pieces of oormorant because they exude oil."

Skate carcasses have often proved successful for lobster fishermen obtaining supplies from local trawlers."

Lobsters can also be attracted by putting punctured tins of pet food in pots. Apparently they are lured by the smell, juices leaking from the tins and also by the shine of the tins."

Common baits to attract crabs to pots include fresh gurnard, dogfish and fish heads; to attract nephrops, prawns—saith herring or mackerel, dogfish and conger eel; and to attract common prawns—fish heads."

Whelks are caught with salted cod heads, herring, skate, dogfish, shark, shore crabs and crushed mussels."

Red Gill sand eels, made by logan in Mevagissey, are available from St. Austell Marine, East Hill, St. Austell and Western Sea Bait, Blowing House Hill, St. Austell, Cornwall."

Feathered hooks are obtained from Cornish Feather Traces, P.O. Box 7 Penzance."

ANY QUESTIONS?

IF YOU have any questions about baits, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Cornwall and D. M. Tait, 64 High Street, Fraserburgh. Rubber seals or worms are sold at the Buchanan Supply Stores, 71 Broad St., Peterhead; herring and pilchard oil for soaking foam plastic and other artificial baits from Kellum Products Ltd., Adelaide St., Redditch, Worcestershire. Frozen squid are available from H. Barber and Sons Ltd., 7 Billingsgate Market, London EC3.

Compass repairer

"I HAVE A compass consisting of a 6 in. card in a heavy brass case complete with gimbal."

The rubber seals around the glass have perished and the liquid in the bowl has escaped."

"As it is well-made, I want to have it repaired."

"But I cannot find the address of the makers—Wilson and Gillie who were based in North Shields, Cardiff and Barry. Do you know it?"

"It is probably the John Lilley and Gillie Ltd., Clive Street, North Shields, Northumberland are successors to Wilson and Gillie. If so, they will no doubt repair your compass."

Moulds for sinkers

"PLEASE TELL me where to buy moulds for making 2, 3 and 4 lb. lead sinkers for hand-logging."

Spencer-Carter Ltd., Kornick Road, Ferry, Cornwall or Buckley's, 5 Harbour Road, Bridlington, North Humberside can supply such moulds."

Mackerel hauled fast

"INTENDING to go mackerel fishing in a 25 ft. boat next summer, I have heard that certain hand gurdies enable fish to be hauled in at a fast rate when they are on the bit."

"Where can I get one with instructions for rigging and operating lines in the best way?"

Hand gurdies are obtainable from Spencer-Carter Ltd., Kornick Road, Ferry, Cornwall; R. & B. Lesley, Belle Hill, Settle, Yorkshire; and the Norbury Supply Company, Salmon Bay Terminal, Seattle, Washington 9811, USA."

You should ask suppliers for operating instructions."

Purse seine too costly

"I HAVE a 28ft. trawler fitted with a 40 hp engine which is quite fast and pulls well."

"Do you think I could use a purse-seine net to catch bass and mackerel inshore?"

"It would be difficult to prohibitively expensive to have a net specially made and a power block and motor installed in a boat the size of yours, even if it were practicable. It would be difficult to detect fish close inshore because of background noise and probably impossible to work the net in shallow water."

81-FOOTER ARRIVES FROM SWEDEN

THE 81 ft. wooden-hulled vessel *Rivo* has been bought from Sweden to go white fish and sprat trawling under her new owner, Skipper Malcolm Mecauley of Rosehearty, near Fraserburgh.

Built in Sweden about 11 years ago, the cruiser-sterned vessel is now being fitted out for her new role.

She is powered by an 800 hp Blackstone engine turning a controllable pitch propeller.

Gear handling machinery includes a 20-ton Kunhams hydraulic trawl winch and a net drum.

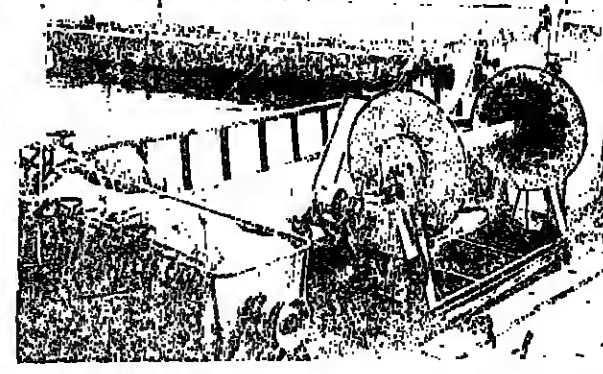
A later 45 hp engine fitted forward, below the wheelhouse, drives a 220 V generator and the hydraulic pump for the net drum.

An unusual piece of equipment on the boat is a bearing grader to sort fish into live sizes. Some 125 tons of bulk fish can be



Above: *Rivo* shortly after her arrival in Fraserburgh. Right: Her Kunhams 20 ton trawl winch and net drum carried in the fishroom.

Tenford steering gear is fitted, and electronic equipment in the wheelhouse includes Kelvin Hughes radar, Decca Mk. 31 Navigator, Sailor vhf radio telephone, Atlas 600S and 470 echo sounders, and Atlas Filia 520 digital readout.



Cheaper fish market ready for '79

IT COULD be into 1979 before a new fish market building is opened at Aberdeen.

Norman Beattie, the harbour board's general manager and secretary, said that the consultants were still preparing contract documents—and, as far as the building went, they still hope to make a start in February.

Once the documents are finalised they will go to the Scottish Dept. of Agriculture and Fisheries for approval, because of grant assistance for the scheme had been applied for.

Mr. Beattie added that a year will be needed for construction and it will go into 1979 before there is any opening of the new building.

When the amended plan for the fish market scheme was being prepared it was decided to delay drawings until the scheme had been approved.

The original scheme cost more than the Fisheries Dept. felt necessary and the revised plan is for a single storey market building, with basement car parking, will cost about £2m.

One of the reasons for the delay was that the scheme had been applied for.

Mr. Beattie added that a year will be needed for construction and it will go into 1979 before there is any opening of the new building.

When the amended plan for the fish market scheme was being prepared it was decided to delay drawings until the scheme had been approved.

The original scheme cost more than the Fisheries Dept. felt necessary and the revised plan is for a single storey market building, with basement car parking, will cost about £2m.

One of the reasons for the delay was that the scheme had been applied for.

Mr. Beattie added that a year will be needed for construction and it will go into 1979 before there is any opening of the new building.

When the amended plan for the fish market scheme was being prepared it was decided to delay drawings until the scheme had been approved.

The original scheme cost more than the Fisheries Dept. felt necessary and the revised plan is for a single storey market building, with basement car parking, will cost about £2m.

the scheme had been applied for.

Mr. Beattie added that a year will be needed for construction and it will go into 1979 before there is any opening of the new building.

When the amended plan for the fish market scheme was being prepared it was decided to delay drawings until the scheme had been approved.

The original scheme cost more than the Fisheries Dept. felt necessary and the revised plan is for a single storey market building, with basement car parking, will cost about £2m.

One of the reasons for the delay was that the scheme had been applied for.

Mr. Beattie added that a year will be needed for construction and it will go into 1979 before there is any opening of the new building.

When the amended plan for the fish market scheme was being prepared it was decided to delay drawings until the scheme had been approved.

The original scheme cost more than the Fisheries Dept. felt necessary and the revised plan is for a single storey market building, with basement car parking, will cost about £2m.

One of the reasons for the delay was that the scheme had been applied for.

Mr. Beattie added that a year will be needed for construction and it will go into 1979 before there is any opening of the new building.

When the amended plan for the fish market scheme was being prepared it was decided to delay drawings until the scheme had been approved.

The original scheme cost more than the Fisheries Dept. felt necessary and the revised plan is for a single storey market building, with basement car parking, will cost about £2m.

One of the reasons for the delay was that the scheme had been applied for.

Mr. Beattie added that a year will be needed for construction and it will go into 1979 before there is any opening of the new building.

When the amended plan for the fish market scheme was being prepared it was decided to delay drawings until the scheme had been approved.

The original scheme cost more than the Fisheries Dept. felt necessary and the revised plan is for a single storey market building, with basement car parking, will cost about £2m.

SKIPPERS DISCUSS NEW PLAN FOR PAY

REPRESENTATIVES of skippers of boats for a couple of hours last week to discuss a pay offer from Aberdeen Fishing Vessel Owners' Association.

Joe McLean, secretary of Aberdeen Trawler Officers' Guild, said that the meeting had been held when a considerable number of skippers and mates were ashore. Counter proposals put to the owners were discussed.

His added that they were now waiting for a meeting with the association.

Meanwhile the Aberdeen crewmen's ballot on their pay-off from AFVOA ended last Friday.

Jim Allan, the crewmen's chairman, said that there were indications that the men favoured the deal.

"The offer makes our men by far the best paid in the country. Ten years ago we were the worst paid, but have managed to get this far through hard work with the owners."

A local fish and chip shop owner in Helston, Cornwall discovered a bill, reclassified for the amount of £2.5s 6d.

The bill reads: "July 22, 1906: Pilchard Net all complete—£2.5s 6d." and was made out by a Ford dealer and is fitted with a PNP Duns not hauler. More details in *Fishing News* next.

The issue has involved many people in the Lizard and Helford districts of Cornwall. Conservationists have and their opponents have managed to bring the matter to the attention of the Dept. of the Environment which wanted to be kept informed of all stages of negotiation.

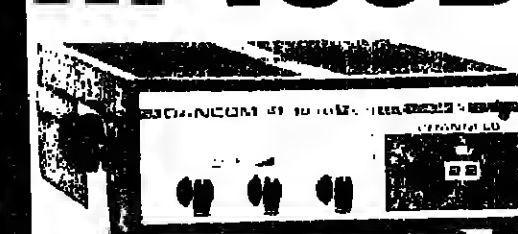
Now, unfortunately, the

Now, unfortunately, the

Now, unfortunately, the

Neco Communications
present the

DANCOM RT403B



The "No Crystal" VHF/RT
All international maritime channels plus option of five private channels. (Total of 80).

Dual watch facility, monitors Ch.16 and selected channel simultaneously.

Electrically controlled 12 or 110 or 270Watt
12 or 24V DC, 110 or 240V AC, supply options.

ONLY £438.00

For more information contact:
NECO Communications
Limited

FREEPOST, Enefco House, The Quay,
Poole, Dorset, BH15 1XJ.

Telephone: Poole 79894 Telex: 417295

(FREEPOST, NO STAMP REQUIRED)

Strong steel work boat 16' x 8' 6" x 2' — draught 6".
Built 10 swg 11" Mild steel. Fore and aft buoyancy tanks.
Carrying capacity over 1 ton.

Price from £487.00+VAT



E. S. J. Engineering Co.
Island Street

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

Telephone: Rye 3724

